## THE VALKYRIE DISCUSSED.

WHAT IS THOUGHT OF DUNKA-TEN'S LATEST CUP CHALLENGER.

the New Watson Cutter Viewed by Thousands To He Docked To-morrow in Eric Busin, Where She Will Be Coppered and Have Her Racing Spars Shipped-May Be Ready for a Trial Spin Inside a Week-Her Wivenhoe Crew Prove to Be a Lively Lot of Sallormen-Many of Them Mave Been Here Before

All yachting New York, as well as a goodly on of the citizens not commonly classed under that head, was out yesterday to get a look at Valkyrie III., but with only a moderate segree of success. The yacht swung at anchor until late in the day in the spot off Liberty Island where she dropped her mud hook on her arrival Sunday night, and the distance from shere prevented the usual fleet of small boats from gathering around her. A stiff northwest wind and a choppy sea also discouraged a voy age in small craft, so that the owners of yachts or launches of reasonable size or those who took sage on the Staten Island ferry boats were the only ones who got near enough to gratify heir curiosity. Yet the number of people who aw Valkyrie at close range ran well up into the thousands and simply astonished the Valkyrie's rew by their cagerness.

salutes were cheerfully returned, though, by the Britishers, and they seemed to find the excitement a welcome relief from the monotony of a three-weeks' voyage. They also had pienty efwork to do in stripping the Valkyrie of her ocean-going rig, and they dismantled her in a speedy and seamanlike way which compelled simiration from every one sufficiently nautical wanne what the crew was about.

The crew of the boat is for the most part com sed of the same men who were here in the Valkyrie in 1893. They all come from Wiven-There is scarcely one man in a million on his side who knows where Wivenhoe is, much as anything about it. But it is the cradle of the English cutter, where they used to enjoy the istinction and profit of having luggers that were fast for a smuggling trade. The people of Wivenhoe earn an honest living now fishing for shrimps in summer and jack sprats in winter. There are no better class of sailors to be found on any coast than these same Wirenhoe men, secause they are daring and know the ropes, and have been trained to yacht racing from The sun was barely above the treetops of

Gowanus when this crew turned out to disrobe he craft of her ocean rig. On the way up the sy to her anchorage the sails were unbent and stowed away. This was considered an excelent performance by the American tars who my it, but it did not compare with that done esterday.

Running rigging was unrove in double-quick time, then standing rigging came down on deck taken inboard, the boom and gaff of the mainnest were unshipped, and soon the Valkyrie was stripped to naked spars, looking aloft much ke a coasting schooner which had lost her bowprit and the head of her mainmast in a squall. An early visitor to the boat was H. Maitland Kersey, Lord Dunraven's American representative. He left the White Star line pier at an

sarly hour for the Valkyrie. The tender of the racer, the City of Bridgeport, took him down he harbor, and he was transferred from her to the cutter's deck in one of the racer's laptreaked boats. He went below immediately, and had a long and presumably interesting con erence with Captains Cranfield and Sycamore. The Bridgeport meanwhile anchored to the west of the Valkyric, about a cable's length away, and frequent trips of the cutter's boats soon re sulted in the transfer of all, or nearly all, of the acer's sea-going rigging to the deck of the tender. It was close to the time for the noon mess before the work was finished, and it was alto-

gether a quick and seamanlike job. Later Mr. Kersey went from the Valkyrie to the dry dock at the Erie Basin to make arrangeents for the reception of the racer, and sucseded in securing a dock for to-morrow. Two low in dock, and there will be no room for Valtyrie until one of them gets out, which is ex-

peted to be to-morrow morning.

The Valkyrie will then be docked and her bottom smoothed and coppered. All the sheathing is ready, and it was said that she could be coppered in about one and a half working days, it would take less time ordinarily to do the work, but the best is none too good for the Vallyrie, and the workmanship as well as the metal will be the best. it is surmised that the coppering was not done

It is surmised that the coppering was not done should in view of a possible straining of the criter on the voryage over and the consequent accessity of doing the work a second time. Late in the afternoon the Valkyrie was towed to the basin and put under a huge pair of shears, last night her cruising spars were whipped out and to-day her racing mast will probably be stepped. It will be the original Oregon pine one, for the steel mast has not yet arrived though due on the Circassia to-day from the Clyde. The direction of the content of the funces of the content of the funces of the content of the funces of the content of the content of the funces of the content of the conten

of weight aloft will materially aid Valkyrie's salicarrying power.

There will undoubtedly be a bigger crowd at is docking of Valkyrie to-morrow than there was at the docking of Valkyrie II. two years are, for the latest challenger has aroused greater interest than was ever displayed before. I achtsmen and the public generally seem to set that our British cousins are making the affort of their lives in the present Cup challenge, and they are correspondingly absorbed is its result and in anything which will enable them to forecast it.

them to forecast it.

Photographers, it is said, will be strictly stream to find that will not matter so much as if post pictures of the under-water body of Valtrie had not already come from abroad. Still, tems fresh pictures would be welcome, and

Ayrie had not already come from abroad. Still, some fresh pictures would be welcome, and sury effort will be made to get them. How long it will take to get the Valkyrie in hape for a trial spin is problematical, but at least a week should be allowed.

Those yachtemen who share Commodore Smith's anxiety for some racing in heavy weather, were wishing that such weather as that of yesterday would prevail to-day. It is control if club to passing could have been carbed in yesterday a stormy northwester, and in any event spars and rigging would have been fren a thorough test.

the impression of needing every pos-of sail which can be given her in ive her at high speed, and in this re-misthe "brute" idea. or her greater draught, Defender, and the only points which would be the ends of the water line, for all are dike in her between eighty.

beyond looking a little odd the sheer is all right.

Taking the boat as she seems to be from an actual view of her above the water line, and from what is understood to be her small under-water body and draught of over eighteen feet, with eighty tons of lead, the conclusion that she is designed to sail at a small angle of heel is inevitable, and it also follows that so long as she can carry her sail without taking an excessive angle she will be fast and dangerous. Her big sail spread should keep her going in light airs, while at reaching in a good club topsail breeze she should beat even vigigant in that boat's confessedly strong point. All this, however, should hold good only in smooth water. In a thrash to windward in a seaway Valkyrie's beam must tell against her, and Defender, judged on model, should be able to beat her. Beam will also be at a big disadvantage in what is known as an "old" sea, a roll and a tumble left after a storm with but a light air blowing to force the boats through it. I beskner Watson has clearly calculated on light to moderate airs and smooth water for the majority of the cup races. Valkyrie should show up strongly under such conditions, and it must be confessed that those are the conditions which have prevailed in most of the cup contests.

Looking at the Valkyrie and Defender models

Looking at the Valkyrie and Defender models Looking at the Valkyrie and Defender models together, it seems impossible that the finer-lined and more shapely American hull should not win, yet Vigilant looked a "shovel-nosed shark" by the side of trim Valkyrie II., and yet she beat her handily on most of the points of cup race sailing. Defender is a vast improvement over Valkyrie II., however, and the comparison is not so good as it would be were such not the case. Yet the impression, like the ghost in "Hamlet," will not "down" at the mere bidding, but "bobs up secrency" like a less classical personage, and presages the same close and interesting contest for the cup which has long been predicted.

been predicted.

Valkyrie's sail area can only be conjectured, but it must be materially larger than that of Defender in order to drive the boat properly. It would not be surprising to find it over a thousand feet more, or very close to 13,000 feet, which would mean a substantial allowance for Defender and a corresponding increase in the chances for successful cup defence.

#### BRITANNIA'S ALBERT CUP.

## Defeats Alisa and Some Speedy Forty. Raters-Ningara Astern of Inyoni,

PORTSMOUTH, Aug. 19 .- The cutters Alisa and Britannia, and the forty-raters Caress, Isolde, Carina, and Corsair started this morning in a race for the Albert Cup at the Royal Aibert regatta. The course was a distance of forty-six miles, the yachts going twice around the Nab Lightship and the West Middle Shoal. The starting gun was fired at 10 o'clock.

The twenty-raters Inyoni, Audrey, Vineta, Luna, and Niagara started in a race for a cup valued at twenty guineas. The Isolde was en-

luna, and Niagara started in a race for a cup valued at twenty guineas. The Isolde was entered but did not start. The yachts got the signal at 10:30 o'clock. The course was twenty-three miles, once around the Nab Lightship and the West Middle Shoal.

During the morning the weather promised to be a repetition of that of Friday last, when the yachts were becalined and had to throw out kedge anchors to prevent being carried ashore by the tide. Up to the time of starting of the larger yachts there was little or no wind and the heat was intense. The contestants for the Albert. Cup started as follows: Britannia, 10:00:11: Careas, 10:00:13: Isolde, 10:00:18: Carina, 10:00:18: Allsa, 10:00:20: Corsair, 10:00:25. All carried their largest topsails. The twenty-raters started in this way: Inyoni, 10:30:77: Niagara, 10:30:10; Audrey, 10:30:17: Luna, 10:32:27: Vinsta, 10:30:35.

The wind was from the cast and freshening. Coming down to the line the Vineta ran into the Luna on the lister's starboard quarter, but no damage was done. Owing to a light wind the yachts did not go over the entire course, but came home after rounding the Nab on the second round. The Britannia won, finishing at 137:00. The Allac came in at 2:38:29, the Careas at 3:27:20, and the Isolde at 3:30:55. The Carina and Corsair give up the race.

The Inyoni won the race for the twenty-raters, crossing the line at 3:30:10. The Niagara finished at 3:32:37, the Audrey at 3:43:48, and the Vineta at 3:57:50. The Luna did not finish. The Allac will now be laid up for the season.

#### THE ATALANTA HERE.

She Arrives at Quarantine Shortly After

Commodors. George J. Gould's handsome steam yacht Atalanta arrived a few minutes after midnight Sunday from Southampton via Falmouth and St. John's, N. F. Mr. Gould was not on the yacht, and there were no passengers except Capt. Todd's wife. The Atalanta had a very rough time of it at the start. She left Southampton on Aug. 3, and almost immediately encountered strong westerly gales and high head seas, which made it prudent to seek shelter at Falmouth. On Aug. 7 the weather improved somewhat, and another start was made. The wind was still from the westward, and gradually increased in force until it was blowing a full gale again.

blowing a full gate again.

The trim yacht made very good weather of it considering all things, and resolutely dipped her clipper bow into the huge surges without taking any considerable amount of water on board. The strong westerly winds and gales lasted until longitude 40° west was reached, when the weather moderated, but the high westerly swell continued. The yacht's course was shaped for St. John's, N. F., in order to replenish the coal bunkers. The nort was reached

### Tachting Notes.

The fall regatta of the New York Bay Yacht Club is set down for Sept. 14. There will be six classes decided. classes decided.

Dr. Bowman is away on a cruise about the waters of Atlantic Highlands aboard his steam launch Karrina. Ex-Commodore Kohn is cruising up the Sound during the present month aboard the schooner Azalea. Cant. Forbell is stopping at the summer home of the club. Atlantic Highlands, and derives a great deal of pleasure from cruising about in his cabin cathoat Oriole. Ex-Commodore Rowe is having his steam launch Vivid overhauled.

One of the most thoroughly enjoyable events

his steam launch Vivid overhauled.

One of the most thoroughly enjoyable events of the present active yachting season occurred yesterday, when the fleet of the Brooklyn Yacht Club, led by the Commodore's craft, sailed to Ruffle Bar on Jamaica Bay, There they were joined by the fleet of the Canarsie Yacht Club, which sailed over from the club house of that organization at Sands Point, and the combined yachtsmen spent a most festive evening. Many friendly matches may result from the sporting debates which marked the reunion.

The weathers of the fivernville Vacht Club

debates which marked the reunion.

The members of the Greenville Vacht Club suggest that it would be the proper thing for Dr. Hollisier to change the name of his boat Clara to that of Hoodoo. It was only a little over a week ago that a gasoline stove exploded in her bow, causing a big hole to be made on the port side and nearly killing the owner, who happened to be aboard at the time of the accident. In the race among boats belonging to the members of the club for a silver loving cup donated by Vice-Commodore Charles D. McGleban, which was sailed on Saturday afternoon, the ill-fated boat bad her mast carried away close to the deck by the heavy winds.

## Ready to Play for the Croquet Champion.

ship. Nonwich, Aug. 19.—Norwich belongs to the croquetists this week. The fourteenth annual tournament of the National Croquet Association opened to-day with practice and social games, and an entry list including such men as George C. Strong of New London, Conu., last year's champion and also winner in '90; the Rev. Philip Germond of New York, for ninetoen front ranks; Prof. Charles Jacobus of Springfield, tho best known mallet wielder in the country to-day; Earl E. M. Butler, a claver young player from Middletown, Conn., and young player from Middletown, Conn., and George S. Burgess of Lynn, Mass., a beginner who is as likely as not to turn up national champion when the scores are read on Saturday.

Strong, with his record of two championships in five years, is the favorite, and if victory depended upon careful, strategetic play alone he would add another prize to his collection, thereby equaliting the record of George W. Johnson of Philadelphia, who has been first three times, and is beyond question the greatest croquet player that ever lived. It is safe to say that the winner will come from a bunch including Strong Jacobus, Bishop, Butler, Burgess, Spalding, and Baldwin. Willie Knecht, the boy player, will not enter; but his father, Dr. Knecht of Mattewan, N. J., is present as a spectator.

Knecht of Mattewan, N. J., is present as a spectator.

Among the many good players in the second and third divisions who will play are Chalfant, and Bell of Wilmington, Del., Wally of Philadelphia, and Towns of New London. The eight courts on the grounds of the Norwich Croquet Club are grasted as level and amouth as a billiard table, and with excellent courts, electric lights for evening play, and so many contestants of wide reputation, the meet promises to be the most successful one ever held by the National Association. Indeed, the game has proved such a drawing card that it is proposed to run excursions from Boston and Providence to Norwich, and it is known that the venture would be a profitable one.

Washington, Aug. 10.—Jockey Zeller is again in fromble. The Executive Committee of the Virginia Jackey Club, will investigate his riding of Jimmy James in to-day's opening race, Marter Flynn having set him down for skry days for not trying to get off with the gel-ding.

#### THE FIRST TRIAL RACE.

DEFENDER AND VIGILANT TO SAIL IN REAL EARNEST TO-DAY.

Both Yachts in Perfect Trim for a Suprems Effort-The Syndicate Boat Sald to Have Been Held Back in Previous Races - A Great Performance Is Expected from Her-Faultiess Canvas on the Sould Yackt-Her Handlers Confident That She Will Sall a Very Fine Race.

The arrival of Lord Dunrayen's beautiful white-hulled Valkyrie III., the challenger for the America's Cup, seems to have completely overshadowed the coming trial races, and for the time being both the Defender and Vigilant have ceased to monopolize attention. Nevertheless the first of a series of two trial races to select a defender for the America's Cup will be decided to-day off either Scotland or Sandy Hook lightships, as the America's Cup Committee may direct. The exact location of the starting line will depend largely on the direction of the wind, and will be duly signalled from the committee boat some time before the pre-

Up to last night only the Defender, owned by a syndicate composed of William K. Vanderbilt, E. D. Morgan, and C. Oliver Isein, and the Vigilant, owned by George J. Gould, had entered for these trial races. Every one seems to think the Defender will win, and the majority of yachtamen hope she will beat the Vigilant by a far larger margin than heretofore. As a matter of fact, the Defender's close races with the Vigilant have scared a great many of our

"Why, the Britannia beat the Vigilant eleven

out of fifteen races in England last year, and the Defender has all she can do to beat the Vigilant now; while the new Valkyrie, in her last race, defeated the Prince of Water's cutter nineteen minutes in a good club topsail breeze." As a matter of fact the Vigilant is considerably faster than she ever was before, and those who have followed the races between the De-fender and Vigilant closely are convinced that fender and Vigilant closely are convinced that the Defender has never been fully extended. Those who know say she has been held back in almost every race, and that those who have salled her have, for good and sufficient reasons, made a far greater number of tacks in windward work than there was any necessity for. This was done partially to sway up her mainsail and tighten her rigging, and partially to mislead people as to her real speed. That this is the real reason for her not beating the Vigilant by a larger margin is to be hoped, as an average defeat of Vigilant by 5 minutes 20 seconds in thirty miles is hardly enough to beat the new Dunraven cutter.

thirty miles is hardly enough to beat the new Dunraven cutter.

Be this as it may, the general opinion at the New York Yacht Club house yesterday was that the Defender will beat the Vigilant by a greater distance in to-day's race than she has done yet.

This opinion, however, is not shared by E. A. Willard and Sailing Master Barr of the Vigilant, who think that the '93' centreboard fiyer will give the Defender the race of her life to-day.

day.

Her sails are almost perfection now, and unless the Defender's have been vastly improved within the last two weeks, Mr. Gould's boat will show the finest fitting suit of canvas yet

within the last two weeks, Mr. Gould's boat will show the finest fitting suit of canvas yet seen on a big outter.

Both yachts are in perfect trim for to-day's race and are anchored within a mile of each other in the Horseshoe, the Defender having been towed down from New Rochelle early in the afternoon. The Defender passed the list-tery shortly before 4 o'clock and was towed past the Valkyrie, which was just preparing to leave her anchorage off Liberty island for the Erie Basin, where she will fit out.

The Defender passed within a quarter of a mile of her English rival, and the crew of both yachts lined the side and looked long and stead-fastly at each other. A few moments later the Defender set her mainsail, cast off her tow line, and started for the Horseshoe under her own power. She arrived there before 6 o'clock, and dropped anchor near the Vigilant. Both yachts will remain here until 9 o'clock this morning, when they will proceed to Scotland Lightship and await the Cup Committee's instructions. The Cup Committee yesterday issued the following sailing directions for to-day's and Thursday's races:

rop.

Recall Signals—A yacht crossing the line before the tarting signal is made will be recalled by a blast of he whistic and the display of her private signal on

he fore. Letter F—All yachts come within hail. All signals will be made by the club code.

All signals will be made by the club code.

Ex-Commodore James D. Smith of the America's Cup Committee was seen at his Broad street office yesterday. In discussing the trial races, the measurements of the two cup defenders, and the date for the first cup race, Commodore Smith said:

"Even in the event of a third trial being deemed necessary by the Cup Committee, we shall not make public the measurements taken by John Hyslop, the official measurer of the New York Yacht Club. The Vigilant is the only entry made against the Defender, and no other of the big sloops will compete for the Astor Cup.

only entry made against the Defender, and no other of the big sloops will compete for the Astor Cup.

"It would be extremely unfair to American yachtsmen to make known the measurements of either of the two boats before the decisive september races with Valkyris. The scrupulous care of Lord Dunraven in regard to the Valkyris's dimensions is a good example.

"Should a third trial race be deemed necessary by us, of course many would think that the Vigilant had won one of the first two trials, especially if the Defender had led by only a small margin in one of them, and that this being so wins one each—the result of the third race was to be the reason which would govern us in selection of the America's Cup defender. This might not be so, for the selection of the Cup Committee need not necessarily be the boat which has made the most time wins, but is entirely discretionary with us.

"We have already had two months of trials closely watched, and the value of this week's races is principally to determine, if possible, what the Defender can do in a strong breeze to windward. In light airs her performance shave demonstrated an unquestionable superiority over other American ninety-footers, but we have had no weather to test her merits in thrashing against a gale in a seaway.

"The matter of the date of the first cup race,

over other American ninety-footers, but we have had no weather to test her merits in thrashing against a gale in a seaway.

"The matter of the date of the first cup race, provisionally a fixture for Sept. 7, has not been determined. Lord Dunraven, by the conditions agreed upon for the match, is entitled to three weeks' time to fit after the arrival of his challensing yacht. As the Valkyrie did not arrive until Sunday, Aug. 18, the first race could not occur until Sunday, Sept. 8, which is out of the question. Monday, Sept. 8, which is out of the question. Monday, Sept. 9, is the natural date of the first race, yet if Lord Dunraven should wish more time to prepare we should be disposed to make every reasonable concession.

"Until he arrives on this side and makes his wishes known concerning the matter no date will be decided upon for the first race. Personally showever, I hardly believe Lord Dunraven will desire a longer time than he has. It took an even week to fit Valkyrie II. after her arrival here, and that would leave Valkyrie III. only two weeks for tuning up; but the silence of her people and the way in which she was so leisurely fitted at Gourock for her transatiantic voyage must make all thinking yachtsmen doubt that they are not so well satisfied with her trials there that they hardly need to sail her much here. In my opinion yachtsmen will see very little of her before the races occur."

Defender's New Steel Gaff Has Been Shipped from the Herreshofts,

BRISTOL, Aug. 19.—The new steel gaff built at the Herreshoffs' shops for the Defender was at the Herreahoffs' shops for the Defender was finished to-day, and this afternoon it was shipped to New York. The gaff has the Jaws attached, and everything is in readiness for the running rigging. It is intended to use the gaff in the trial race on Thursday. If possible the new sicel boom will be finished so it can be tried by Naturday next. Work has been rushed on the boom, and considerable of the five-eighths of an inch steel plating, of which the boom is made, has been riveted. The interiors of the boom and gaff are painted red to prevent rusting. painted red to prevent rusting.
Salimaker Hathaway arrived home from New
York Saturday, and immediately began work
on the new topasil for the Defender.

HOOD'S After Best Dinner Family Gure WER LLS

AMERICAN CANOISTS' REGATTA. Wasp's Brilliant Victory Over the Bug and Bee-Eel Wriggles In,

HOTEL CHAMPLAIN, N. Y., Aug. 19.-The annual regatta of the American Canoe Association began here to-day. The wind was from the west. It was strong but rather fluky, and cap-sizes were frequent. The first race was the unlimited sailing event, so called because there was no limit to either rig or bana-t. The course was a triangular one, half a mile to the leg, and was sailed over four times, making six miles in all. This race was made a class event by the Regatta Committee this year, the three following classes being established: Class A, all men who have won a prize at an association regatta; class B, men who have never won a prize at an association regatta; class C, novices who had not sailed a cance previous to Sept. 1, 1894. The time alowances were: Class B, three minutes; class C, six minutes. The start for class C was at 10:20: for class B, 10:23, and class A, 10:26,

The first leg of the course was a run, the second a free run, and the third a beat to windward. The starters were:

Class A-Bug, Paul Butler, Vesper B. C., Lowell, Mass.; Bee, David B. Goddard, Vesper B. C., Lowell, Mass.; Wasp, Howard Gray, Vesper B. C., Lowell, Mass.; Torment, Frank C. Moore, Knickerbocker C. New York: Zaidee, H. V. Backus, Rochester C. C. Eel, J. W. Sparrow, Toronto C. C. Ciass B-Kit, H. W. Tredway, Carillon C. C. Ticonderoga, N. Y. Class C-Aziz, J. R. Stewart, Irondequolt C. C., Rochester, N. Y.; Crescent, C. Cartwright, Cataraqui C. C., King-ston, Ont.; Fly. Butler Aines, Vesper R. C., Lowell,

All got off well together without accident except Torment, which was well up to windward, and received a knockdown from a sudden puff of wind. She was obliged to luff up and then to go about to avoid the judges' boat, which was one of the starting marks. On the last leg of the first round Aziz carried away her mizzenmast close to the deck, but Stewart cleared away the wreck and kept in the race. He had saved his time well and had a good chance of winning but for the accident. She was the only one of the class C canoes which had saved her time. All the others were hopelessly behind the class A men at the end of the first round and dropped out in consequence. The order at the end of the first round was as follows: and received a knockdown from a sudden puff

The racers were now strung so far around the entire course that the leaders were up to the tailenders. Aziz was sailing a plucky but useless race with only one sail, and after dropping to tast place withdrew at the end of this round, the order and times being:

H. M. K. 11 23 16 Torment . 11 28 10 Zables . 11 30 13 Aziz The third round made no change in the order and the finish was as follows: The actual sailing times were:

Wasp won, beating Hug by 6 minutes 30 seconds, and Hee by 13 minutes 32 seconds.

This race, like all others which have been sailed under its conditions, was an absolute failure as a class event. The start of six minutes given novices is ridiculously small and is lost by them on the first round. To have a fair chance with the class A men they should be given an allowance of five or six minutes on each round. The class B men should be given two or three minutes on each round. As it stands now only a phenomenal novice would have any chance, and the race must always be won by a class A man.

The Cup Committee yesterday issued the following sailing directions for to-day's and Thursday's races:

The start will be made off Sandy Hook or Scotland Ightship, the preparatory signal being given at 11 A.M.

Courses—No. 1. (Letter C.) From the starting line to and around a mark ten miles to windward or to leeward and return, leaving the mark on the starboard hand.

No. 2. (Letter D.) From the starting line, eight miles to and around a mark; thence eight miles to and around a mark; thence eight miles to and around a mark; thence eight miles to and around a second mark, and thence eight miles to finish line, turning the mark on the ostistic of the triangle, to portor starboard according as the yachts are sent around; the mark on the ostistic of the lightship. These lines will be at right angles with the outward and home courses, respectively.

To Sail Twice Over—Two red balls will be displayed, vertically, and in turning the lightship it must beleft on the same hand as the outer mark, or marks.

Compass Courses—Will be signalled before the praratory signal is made. The signals for course No. 2 inust be read beginning forward.

Starting Signals—Each signal will be accompanied by a fifteen-second blast of whistie.

Preparatory—The bitu peter will be hoisted.

Signal for the Start—fen minutes later the blus peter will be lowered and a red ball hoisted.

Handleap Time—Two minutes later the blus peter will be lowered and a red ball hoisted.

Handleap Time—Two minutes later the blus peter will be lowered and a red ball hoisted.

The Nominating Committee of the Atlantic division met this evening and nominated the following officers to be voted for at the meeting to be held on Wednesday: For Vice-Commodore, James K. Hand, Knickerbocker Canoe Club, New York: for Rear Commodore, William C. Lawrence, Park Island Canoe Association, Trenton, N. J.; for Purser, Henry M. Dater, Crescent Athletic Club: for members of the Executive Committee, H. Lansing Quick, Yonkers Canoe Club; Percy F. Hogan, Brooklyn Canoe Club, and H. H. Smythe, New York Canoe Club. A small boy from the camp of the Vesper H. C. of Lowell, Mass., attempted to paddle a canoe from the main camp to Squaw Point this afternoon, and was blown off shore by the strong wind. He was well out into the lake before he was seen. Then Ashendon and Hall of the Wabewawa Canoe Association started after him and their canoe was swamped. At this time the steam yacht Kaelma, owned by W. J. McCaffrey of the Sing Sing Yacht Club, came along and rescued all three.

NEWPORT, Aug. 19.-All the preparations for the championehip tennis tournament are now complete. The courts were forbidden ground today, the management fearing that the soft turf would be cut up. The card for to-morrow is an

interesting one from the fact that the doubles championship match will be decided, the holdinteresting one from the fact that the doubles championship match will be decided, the holders. Clarence Hobart of New York and Fred H. Hovey of Boston, facing Malcolm Chace and Champion R. D. Wrenn. Hobart and Hovey are slight favorites in spite of the fact of their not having played together since their great victory over Price and Mahoney at West Newton in the last week in June. Both Wrenn and Chace are in good form for the preliminary round, and as much of the first round as possible will be riayed off to-morrow. Close contests are hardly to be expected in most of the matches, but the matches between Malcolm Chace and C. F. Sands and J. F. Talmage, Jr., and W. M. Scudder are expected to be good ones.

All the experts are now here, Hovey, Wrenn, Chace, Larned, Stevens, and a host of lesser players having reported at the Casino. Dr. James Dwight, the President, and Joseph T. Whittlesey, the Secretary of the National Tennis Association, are on hand to direct affairs. Dr. Dwight will referee the matches, and will do his best to handle the enormous field of eighty-three nlayers so that the tournament may be run off with as little delay as possible. The courts are in spiendid shape, and all the old-timers are preparing to enfor a week of fast tennis. The scheme of dividing the eight leaders up so that it is impossible for them to come together in the early rounds is looked upon with approbation by must of the cranks, as the hard work is pretty evenly distributed.

#### Gossip of the Hundball Courts.

No pair at the Williamsburgh court on club day was able to take the measure of J. O'Neill and W. Lawlor. The latter team wontree siccessive matches and two straight games in each match. and two straight games in each match.

M. Devanney, United States Marshal for the Southern district of Otio, in commany with his con John, visited the Brooklyn court on "citib day." The pair took opposite sides in a spirited match, which the younger Devanney won, 21—15, 21—12.

W. L. Jones is making marked progress in the science of the game at the Brooklyn Clubs court. In his latest effort, angle handed he conceded fifteen aces handicap to J. J. O'lfrien and heat him three straight, but only after a great struggle, O'Brien getting to twenty in the flux game.

Phil Casey's first agme since his return.

wortly in the final game.

Phil Casey's first game since his return was watched with unusual interest. With W. L. Johes as partner he went in against br. Smith and F. McMahon. The latter pair played in dashing style, but could only take one game. Casey and partner ruthaling out the first and third by grand all round play.

James Durkin of Manhattauville and Thomas Flaherty of Jersey City are matched to play the bast of five cames on Sept. I for \$10 a side. The conteat will take place at the Jersey City court, and is expected to drumain a stirring spectacle, as the followers of each man are full of confidence in their respective favorte.

The Cork Herald of Aug. 10 says: "It is intended. The Cork Herald of Aug. 10 says: "It is intended to hold a great conference in Cork next June of all Juyers of handball throughout the world for the purpose of promoting the game and drawing up a code of rules to govern plays Ex Aderman Bunne of hirodilyn, the well-known practical adulter of the game, has consented to combe and assist in the Conference."

POLICE ARREST BOXERS

SUDDEN ENDING OF THE SHOW AT

Dixon, Leonard, Davies, O'Rourke, and Jordan Locked Up-The First Pair Lose Their Heads Buring a Four-round Go-A Small Riot Taken Place and the Hall Is Cleared-The Men Are Balled Out George Dixon, the feather weight champion;

THE ACADEMY OF MUSIC.

Joe Jordan, his handler, of Boston; Mike Leonard, Tom O'Rourke, and Parson Davies, the two pugilistic managers, were arrested last night for participating in an alleged prize light at the Academy of Music.

Dixon, Jordan, and Leonard were charged with a violation of the law, and O'Rourke and

Davies were put down for aiding and abetting a prize fight. The prisoners were taken to the East Twenty-second street police station and lodged in a cell. They were bailed out later by Dave Holland. former backer of Peter Maker, the Irish boxer,

and Thomas D. Reilly of this city, who is said to be President of the Queens County Jockes Holland went bond for Davies and O'Rourke, while Iteilly befriended the boxers. The ball was fixed at \$500 apiece. The men will have to answer a charge of prize fighting and disorderly conduct before Judge Kudlich

in Yorkville Police Court, this morning. Several weeks ago O'Rourke and Davies conceived the idea of holding a two-night's athletic and boxing tournament, and engaged the Academy of Music. The affair was held under the auspices of a mysterious organization described

Last night Leonard and Dixon were to have een the big attractions, while this evening Joe Walcott, the "black hurricane light weight," and Tommy Ryan, the welter-weight champion, were billed as the stars. The pugilists were to have boxed five rounds and the decision was to have been left to the judgment of the audience. As early as 7 o'clock the doors of the theatre were thrown open and the upper part of the house was well filled. The fancy prices kept up \$2 and \$3 for choice seats on or near the stage. well-known business men.

gan. Inspector Cortright, with a squad of his men and several Central Office detectives, was on hand to see that order was preserved. Capt. Elbert O. Smith of the Eighteenth precinct was also present. The Captain and Inspector took comfortable positions at the ringide.

After the bag punching and wrestling was over O'Rourke went before the footlights and told the crowd that there would be no knockouts, and that the bouts would be strictly of a clentific nature. His remarks were delivered with so much sincerity and impressiveness that his hearers seemed satisfied and applauded him. Then the programme commenced,

When the side attractions had been disposed of there was quite a luli before Leonard and Dixon entered the ring. Both men seemed to be in fine shape, especially Leonard. His muscles stood out like whip cords, and there was not an ounce of superfluous flesh on him. Dixon, on the other hand, did not look to be well trained, but he was as quick and as nimble as ever. Dixon glared at Mike as he sat in his corner. Leonard returned the look with interest. As previously understood, the audience

est. As previously understood, the audience were to be the jadges as to who should be declared the better boxer, and O'Rourke announced this fact.

The crowd took the information good naturedly, and prepared themselves for a very tame set-to. However, before the first minute had nassed it could be readily perceived that the contest was for blood, and that both men would strive with might and main to protect their reputations.

Dixon, in his usual style, took the initiative and made a pass for Mike's stomach. He landed and Leonard clinched. Dixon then tried again, and Mike crossed him slightly on the law. Then the two exchanged some blows and Mike went to his corner very confident. The crowd liked the round, and showed their appreciation by hand claps and other manifestations of approval. The round was less than two minutes. Both men toed the mark with a broad smile on their faces for the second round. Leonard took the intaitive and hit George on the mouth. They clinched and then Mike began to foul. Dixon tried to shove him off, but Mike's strength and weight told. The little colored boxer was beginning to get incensed with Mike's treatment and showed his disapproval then and there.

Tom O'Rourke was so excited that he jumped

there.

Tom O'Rourke was so excited that he jumped into the ring. The referree was unable to part the men, so Tom took a hand. His presence in the ring was a signal for those scated near the ropes, and before anybody was aware the ring was filled with a lot of excited men, who clamored about the fighters and tried to pull them apart.

The police could not stand this, however, and asserted their authority promptly. As quick as asserted their authority promptly.

The police could not stand this, however, and asserted their authority promptly. As quick as a flash the inspector, followed by the Captain, jumped into the ring, and with raised hands tried to keep the crowd back. They could not overcome the rush, however, and it was not until five policemen were called to assist that peace was restored.

The pugnacious boxers were then taken in tow by the tolice, who placed Dixon, Leonard, and Jordan under arrest. O'Rourke and lavies were also taken in tow. The police ordered the stage cleared, and the audience filed out of the theatre.

Hefore the seats in the orchestra showed any signs of filling up the evening's entertainment commenced. The stage was set for the bag punching match in which Joe Elms, George Dixon, flob Armstrong, Tommy Ryan, and Harry Pigeon of Canada were introduced.

As this was the first affair of its kind which has ever been presented on any stage, that is, in a competition, the result of the experiment was awaited with a good deal of interest. The crowd, which was of an appreciative turn of mind, took kindly to the innovation and heartify applauded the rival experts. Ryan seemed to find favor with the judges, and was agreed upon as the winner.

lly applauded the rival experts. Ryan seemed to find favor with the judges, and was agreed upon as the winner.

The next item on the programme was a wrestling bout between sam Cohen and Harry Pitskinsky, two 115-pounders, at catch-ascatch-caustyle. Cohen won.

A rather youthful-looking but withal muscular lad named Ludvitsky made quite a hit with exhibitions of strength. Ludvitsky juggled ponderous dumb bells, lifted barrels, tossed from bars and weights, and indulged in quite a valety of other tricks.

During Ludvitsky's act several budding humorists in the gallery got in their work and kept the audience in a fillarious mood by hurting funny epithets at the performer on the stage. While Ludvitsky was resting on his hands, hips, and heels holding up a platform which was loaded with weights and other encumbrances, one youth shouted: "Hully gee! ain't he got er load on! Gee! where's Roosevelt?"

The boxing end of the show consisted of four-

ain't ne got er load on deek whete's rock?"

The boxing end of the show consisted of fourround bouts. Charley Barnett and Harry Pigren
were the first pair introduced. Both men fought
evenly, but Barnett displayed the most science.
The referee, "Vank" Sollivan, called it a draw.
Joe Elms of Boston, Tom O'Bourke's protégé,
was pitted against Jack McKeck, a Bowery
boxer.

boxer.
The fact that Elms is a candidate for cham-

The fact that Elms is a candidate for championship honors in the 105 pound class led everybody to speculate as to whether he would fill the bill. Elms is colored, and he fights just like George Dickson, only he lacks the quickness of the latter. McKeck fought eleverly, but ran into Elms's left repeatedly.

McKeck proved the better scover, and was given the decision. Henry Harrison and Al Allen, 100-pounders, put up a listless go. Allen had things his own way, and was apparently an easy winner. The referees surprised everybody, however, by calling it a draw.

A rather scientific set to then came off between Casper Leon and dimany Barry. Leon seems to have gone back, for last night his blows lacked steam. No decision was given, theory e Reymoids made the crowd feel kittenish in his bout with George McFadden, Mike Haley's "find," by his leniency with his opponent. Reymoids won.

## Tells His Wife He Has Not Begus Divorce

TRENTON, N. J., Aug. 19.-Mrs. Frank A. Magowan and her cidest daughter came to Treuon the first train this morning from Spring Lake. Mr. Magowan returned from New York early to-day. Wife and husband met, and Magowan denied positively to his wife that he was reported in the morning newspapers, and all would be right. Mrs. Magowan returned to

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VIOLATIONS OF SAILING RULES.

Evidence Showing that Englishmen Adopt Unfair Tucties Once in a While,

The English papers still continue to bemoan hat they call the lack of sportsmanship displayed in the management of the Defender, as though a protest flag was never displayed in a yacht race in England, and as if any number of peculiar decisions had not marred the sport on the other side. The Field of Aug. 10 says:

According to the latest telegrams received from America, everything is being done to insure that the new yacht Defender shall meet the Valkyrie, and not the Vigilant. The heartburnings and squabbles of American yacht owners concern us but little on this side of the Atlantic, but when the owner of the Vigilant complains of foul sailing and non-observation of yacht racing regulations, we rub our eyes, and think things must be very bad indeed on the other side The date of the first race for the America's Cup is not yet fixed, but an arrangement has been agreed to that it shall be sailed three weeks after the arrival of the Valkyrie. This seems short time enough to prepare for such a contest, after the months of labor and trouble spent in arranging the conditions and building the yacht. She left here a comparatively untried vessel, and with a crew which has had no chance of getting accustomed to her: In fact, if she is put into the races without some further severe trials in match sailing, it will be pretty much like sending herstraight from the launching ways to the starting line. Of course, if she defeats the Defender, it will be a glorious achievement, and everybody will praise the genius of all conceened in Valkyrie's venture, but if she is defeated the blame will be laid on pretty thick.

A well-known yachtsman in speaking of Eng-

glish yacht racing, and who witnessed nearly all of the '93 races on the other side, says: "From almost her first contest the Prince of Wales's Britannia violated every rule of the road in her races with the Valkyrie II., Satanita, Calluna, and Navahoe. The other yachts were forced to give way, and for a time no one had the temerity to hoist a protest flag. When the Britannia was finally protested for forcing a boat, which had the right of way, to give way to her, the protest was not sustained, as no one on the Regatta Committee could be found who saw the occur-

Committee could be found who saw the occurrence.

"Every one remembers how the Valkyrie II., after winning the Queen's Cup, was disqualified for turning the buoy the right way, so as to give the race to the German Emperor's Meteor, which was beaten some twenty minutes. The only comment I ever saw in the English papers on this remarkable state of affairs was that the Britannia was sailed wit too much arrogance. This year the Britannia has been protested no less than five times by the Alisa, and up to date not a single protest has been austained against her. Why? Well she is the Prince of Waless yacht, and protests don't go. Protests go, however, when an American schooner wins a race, as was shown when Bichard Palmer's Yampa beat the English schooners quite easily, but was disqualified for naving too large a crew. Mr. Palmer made no secret of how usany men ne carried, yet no Englishmen told him of his error until after the Yampa won. Then a protest was lodged against him, and the Yampa was robbed of a cup she fairly won." The Field, in epeaking of this race, which took place on Aug. I says:

The weather was a great contrast to day to that of yesterday, and everybedy ashers and affoat was delighted to see the sun in a blue sky signih besides this there was a bracing breeze from the west, and a better day for match sailing could not very well be desired. Altogether it was quite a memorable day for not only were there four bis matches of the Royal Yacht Squadron totake an interest in, but the Royal London had arranged races for the Y. R. A. classes of 5 rating and under. The first race set on the card of the Royal Yacht Squadron was for the 2200 cup, presented by Lord I weagh, for rehooners. The original course selected was from Cowes round the Nate Cherchourg fireakwater, the shambles Lightship, and lack to Cowes, but these prolonged courses are very much disliked, and certainly are very uninteresting, even to the counter to that known as the cold Queen's." to Cowes, but these prolonged courses are very much disliked, and certainly are very uninteresting, even to the competitors themselves; besides this they are very expensive, and the donor of the cup wisely altered the course to that known as the "old Queen's."

As schooler racing is no longer d la mode we have no up to date racing schoolers, but the names of Cetonia, Waterwitch, and Amphiritle bring back to one's mind many a siftring contest between the two stickers. Cetonia was unboutedly the chef downer from the Cowes yard of Michael Ratsey, and in the hands of her first owner. Mr. William Turner, made an extraordinary reputation for weatherliness; but this season as that twenty years ago, and since then we have made that twenty years ago, and since then we have made that twenty years ago, and since then we have made the property and of tamper and the from the factorial may reputation for weatherliness; but this was mind the house of the property and of tamper and the from the waterwitch made her rame in the "Miranda" thay, and Amphitrite's full history goes back to quite remote times. However, these were the craft which went out to do battle against the American schooner yamps of the modern type, with a sail plan which made the apread shown by the old English craft look quite inspinificant.

As generally expected, they got a very complete beating, but if turned out that there were extra paid hands on board Yampa to work her fittout of large racing sails, and the conditions were that the yachts were to sail in croising trim, which inclindes a clause that no extra hands beyond the oriliary crew are to be a superally and the conditions were that the yachts were to sail in croising trim, which inclindes a clause form the mess Amphirite got into with her spinnaker. Yampa, however, was able to get onto these extra hands no one can have figure without his bedget against her receiving the prize after so much trouble had been taken to make her look nice and to secure the picture running up the Scient channel, and it

rule of the read says one thing, and the Y. H. A. arrangement, I think in No. 26, though I have not the little blue book bestde mee is to by mind disjointed and contradictory in its two paragraphs bearing on one and the same subject.

Well, my story is this: The Carina was reaching with the wind a point or so free on the startoard well, my story is this: The Carina was reaching with the wind a point or so free on the starboard tack from the committee visual in the outer extremity of the starbing line, where a flagboat was stationed, which flagboat had to be passed on the starboard in the course of the race from thomes was approximately straight. Carina had arrived prefix closes to outer mare last before the second and was which and been considerably to wind, was with the flower considerably to wind, was employed in obseking, found the reaching and was employed both being also on starboard fack; if arress and this beat on the reaching and do entire which being also on starboard fack; if arress and this beat sup for the soliter north between Crimia and leark beat, the two visuals meeting almost at right analyse, and in passing the flag boat a decided squeeze took places, which might have been worse had not carina a heim been put a weather a triffe, but incide the squash only ended in one of tarina's weather shrouds oursting from soliding withfrarress a main to up.

Now, sie, ought Caron to have given room to Carress, and in so doing allow kerself to be driven to lessward over the End or, on the other hand, but leaves to reight ones, the wind, while Carina's central in bearing down and introductive could have his the bark boat before the first carina, as she was before Carina's central in bearing down and introductive, as the park is all to make the unrelied to the driven of the mount of February, 18th. I was satting along the mount of February, 18th. I was satting along the mount of February in the first the was a circumty for the mount of February, 18th. It has satting along the mount of February, 18th. I was satting along the mount of February in the in the first count of these was in a februarity, as the wind on that morning.

The American Wheelman and Protin, the

COLOGNE, Aug. 19, In the international bicycle contests here to-day the 100-kilometre race for amateurs was won by Cordang of Ho face for amagenrs was won by Cording of Hob-tand. Wittevern of Holiani was second, and Heine of Norway third.

Banker, the American rider, made a protest against From the liegton rider, was well ves-teriar, claiming that he was not callifed to compete in the final, as he had only third place in his hear. The committee considered the pro-test and the race was amufaled. It will be rinden again at Paris in September, without fresh ele-frica being made.

Owen Zeigler tiets the Becision Over Stanton Abbott.

Stanton Abbott.

Battimone Aug. 19. Once: Zeigler got the decision on notate over Stanton Abbutt to-night, at the end of the twentieth round.

THE WORLD AND THE CAMPLES TOWNER BEEN ROUGH OF SELECTION AND THE PLANT AND AND LANGE MADE TO BE SHOWN THE PLANT AND AND LANGE MADE TO BE SHOWN THE PLANT AND AND LANGE MADE TO BE SHOWN TO BE SHOWN THE PLANT AND TH

Philadelphians Settle Their Differences-Make-up of McAlpine's Eleven

The news that the cricketers of Philadelphia have so far settled their differences that there will be no confliction of dates between the twe English teams which will play here next month has been received with considerable satisfaction by the cricketers of New York. In

THE SUN of July 28 the following appeared: However just the stand of either Germantown or the associated clubs, a readjustment of the dates would appear to be in the interests of both sides, and the cricketers of the United States, who look to Phila delphia as the representative American cricketing city, will watch with anxiety for a suspension of hostilities, in order that the visitors will be given a good

This appeared to arouse the cricketers of Philadelphia, who have the good of the game at heart, and, after a lengthy conference between the two sides, the matter was amicably settled. Now both the visiting teams will meet opponents worthy of their strongest efforts, and the carnival of cricket in Philadelphia is likely to prove a great success.

Cambridge and Oxford have already been given in The Sun. Kenneth McAlpine, who will have charge of the other eleven, has also succeeded in getting together a powerful aggregation, and its stated upon authority that the following will be with him: S. M. J. Woods, R. S. Lucas, L. C. V. Bathurst, W. F. Whitwell, F. Leveson-Gower, H. D. G. Leveson-Gower, H. Z. Bromley-Davenport, and P. F. Warner. It is also on the cards that C. B. Fry, the great all-round athlete, who will represent the London A. C. In the sprints and long jump, will also take part in some of the games. He was captain of the Oxford Common of the games. He was captain of the Oxford Common of the games. He was captain of the Oxford Common of the games. He was captain of the Oxford Common of the games. He was captain of the Oxford Common of the games of the cricket as he has of everything clse he has undertaken. It will be remembered that of the names here given besides McAlpine, Lucas, Bathurst, and Whitwell were on Lork Hawke's team of last year, while Woods was with the popular Yorkshire nobleman four years ago, on the occasion of his first visitto the United States. Woods is now captain of Somersetshire, and while his bowling is likely to prove just as effective in this country as before, it will be noticed that he has improved wonderfully in batting. He has made some remarkably fine scores this season in England, and on one occasion in a county match he exceeded 200 from his own bat in one inning.

Bathurst last year headed both the batting and bowling averages of Lord Hawke's team. in THE SUN. Kenneth McAlpine, who will have

wickets for twenty-nvertain, as the promising young forgotten.

R. S. Lucas isone of the most premising young numerors of Middlesex, and this year he has instilled his selection on the county eleven by brilliant work with the bat. He is a pupil in the school of hard hitting batsmen of the A. E. Stoddart and Sir T. C. O'Brien type, and it may safely be asserted that he has done credit to his

H. D. G. Leveson-Gower, the young Winchester and Oxford University man, has been so well thought of by the Surrey executive that he has been invited to a place on the team of the champion county, an honor sought after unsuccessfully by many cricketers with brilliant reputations. Something good can also be said of all the other members of the team, and it appears to be a pity that New York cannot make rrangements for them to play nere as well as the Cambridge team.

The Executive Committee of the Metropolitan League will meet on Tuesday night to make arrangements for their game, which commences at Staten Island on Labor Day, Should that match prove the financial success it is expected to be perhaps a game could be arranged with

match prove the financial success it is expected to be, perhaps a game could be arranged with McAlpine's eleven for later in the month. There is no doubt that the play of the team would prove a treat for the votaries of the game in the vicinity of the city, and a good gate should be drawn to see such prime favor-ites as "Sammy" Woods and C. B. Fry.

RICHARDS OF TALE IN DEMAND. New York A. C. Officials Sparing No Effort

to Secure a Powerful Team. The training menu at Travers Island must ave lost some of its flavor or W. M. Richards of Vale is made of different clay to the average straining every nerve to earn a place on the N. Y. A. C. team, the Yale flyer remains coy and gives a wide berth to Trainer Mike Murphy. The latter has been skirmishing around New Haven and telegraphing broadcast for some clue to the whereabouts of Richards, and he professes to be inconsolable until his search

bears fruit. Should Richards not report in time to undergo a special preparation for the proposed internaional games, the N. Y. A. C. will have to worry along with Crum, Lee, Wefers, and Stage. These four are doing so fairly well that Murphy

These four are doing so fairly well that Murphy needn't court nervous exhaustion chasing around the country for the other man. The news that Mike's pilgrimage took him as far as New Haven is caus ing much merriment among these who know what an uncertain runner Richards can be at times.

At Travers Island to-morrow evening Capt. Baxter will inaugurate a series of trial races for the purpose of finding the "pea" at each game before the international team is finally picked. The first contests will be handicap runs of 120 yards and three-querters of a mile. In order to draw each competitor out thoroughly the "Club Caps" now in possession of the Athletic Committee will be offered as rizze. All in training at the island are delighted at the chance of breaking the monotony of training, and every one with the slightest pretensions to championship form has entered. With careful bandicaping there is ample material for useful and ex-

ship form has entered. With careful bandicaping there is ample material for useful and exciting sport.

Other events will be decided at intervals until a fair line has been obtained on the entire programme. Capt. Baxter thinks these frequent competitions will go a long way toward bringing the green men to the front and getting the veterans in trim without having to go away from the discipline and care observed at the island. The balance of the month will be devoted strictly to work and competition on the home track, and it is expected that the men will be in superb condition for their first public trail at the New Jersey A. C. carnival on Labor Pay. The team will then be finally picked as per agreement with the London A. C.

It was reported at Travers Island late last high that Richards had been located at Narragalect Pier, reveiling in the gayeties of the fashionable resort. The builtein old not say when he would be ready to change his headquarters to Felham Maner. The Fishenders are much more concerned, however, over the possibilities of a new record for the running high jump. Since Mike Sweeney Joined the ranka he has been taking matters easy, owing to a strain he got at the St. tecorge's A. C. games. He sat to work in real carries of year the got through his evening's practice he cleared 8 feet 44 inches, typical may be a second established by himself on the same ground, Oct. 8, 1882.

Wheelman Johnson Befrate the Toronte

Wheelman Johnson Defeats the Toronto

Tonoxio, Aug. 19. John S. Johnson, America's speedy wheelman, raced a mile in two heats with Fred W. Young of Toronto here to day for a purse. Johnson won as he pleased lie made the first heat in 2:17, and the second dake Gaudaur Guirous Hantan's Sephew.

Tomox to, Aug. 19. Jake Gaudaur, champlen sculler of America, and Eddic burnan, Hanlan's nephew, rowed a three-mile race here to-day, Gandaur won handlik by one length. Gandaur leaves for Austin shortly to row in the regatia

